

## Japan Is Ready To Aid England In War

## ENGLAND ISSUES ULTIMATUM

## Treasure Ship Seeks Safety For Its Gold

### \$11,000,000 In Cash Was Prize Of Ocean Race

**Kronprinzessin Cecile Turned Back To Bar Harbor Me., When Its Capture Seemed Likely By Cruisers Of French Government**

Bar Harbor, Me., Aug. 4.—The North German Lloyd steamer Kronprinzessin Cecile, carrying more than \$10,000,000 in gold and whose whereabouts has been more or less of a mystery since she sailed from New York last Tuesday, arrived in the harbor here today.

The Cecile dropped anchor at 6 o'clock this morning after a forced run of four days, her officers fearing capture.

With a cargo of \$10,000,000 in gold and \$1,000,000 in silver consigned to French and English bankers, with an estimated value of over five millions for herself, the Kronprinzessin Cecile has constituted probably the finest sea prize ever open to capture. As she crept along the Maine coast and into the harbor under the cover of night, every porthole was blanketed with canvas so that no gleam of light disclosed her whereabouts. Her four stout cranes had been tipped with black paint so that she resembled an English man-of-war.

At one time, capture seemed imminent. Captain Charles Polack reported on Sunday that he had intercepted a wireless message from one French vessel to another giving warning of the Cecile's proximity but, under the pretext of a providential fog, the North German Lloyd liner escaped. The Cecile left New York early last Tuesday morning, July 28, bound for Bremen, via Plymouth and Cherbourg, with 350 first class, 120 second class and 736 steerage passengers. About a third of the first class are Germans, who sailed to anticipate the war crisis whose sudden precipitation drove them back to America. Most of the rest are Americans.

Friday night, while a dance was in progress, one of the passengers noticed that the position of the moon had unaccountably shifted to the port side of the ship. Before the significance of this was realized, the captain called the men into the smoking room.

"Gentlemen," he said, "war has been declared between England, France, Germany and America. We are going back to America. We have enough coal for our return home and it is my earnest hope that we shall not be intercepted by foreign war vessels."

There was nervous laughter, applause, oaths, congratulations, protests, which gave way to a grave state of apprehension as the seriousness of the situation became apparent. Electric lights were turned off and the ship was covered from prow to stern in a shroud of canvas. This smothered whatever beams of light escaped through chinks in the stateroom windows. According to the ship's log, she was then 46 degrees, 46 minutes north latitude, 30 degrees 21 minutes west longitude. In two days she would have docked at Plymouth.

A group of financiers on board offered to buy the ship and sail her under American colors but to all proposals the captain replied that his duty was spelled by his orders from Bremen which instructed him to turn back and save his ship. There was a stampede for the wireless but the captain announced that no message would be sent for fear of betraying the ship's location.

The American port which the captain would try to make was matter for countless speculation. It was not until the passengers awoke this morning in sight of green Maine hills that the liner's destination became certain.

For two nights, with her head and side lights extinguished and every other illumination blotted out with canvas, the Kronprinzessin Cecile plumed through the fog with unobscured speed without sounding her fog horn.

Captain Polack's explanation to a delegation of passengers who protested against fast running under such conditions was that it was his motive to save his ship from capture. He added that he did not consider the danger appreciable, as he was not on the usual path.

For a time the protest against what the passengers looked upon as a disposition on the part of the captain to risk their lives threatened to take the form of a written demand that he reduce the speed of the ship.

The captain's only concession was to sound the fog horn.

When the vessel steamed safely into Bar Harbor today, he received a long line of passengers who congratulated him on his achievement. Captain Polack is lieutenant command of the naval reserves at Germany.

As 9 o'clock the ship was waiting the arrival of boarding officers.

Among the passengers were Congressmen A. J. Barchfield, of Pennsylvania, and Richard Barshoff, of Missouri; C. Ledyard Blair, of New York; Governor Charles E. Miller, of Delaware, and Samuel Newhouse, the copper magnate of Utah and New York.

Captain Polack said he was awaiting advice from his line office in New York.

"I can see no possibility of taking this ship to New York from here with the three mile limit and to accomplish this the ship would have to be built like a canoe. We have reached an American port in safety, that was more than I had dared to hope. We have been in almost danger of capture and we can consider ourselves extremely lucky to have come out so well."

"I know I have been criticised for making too great speed under bad weather conditions but I have not willfully endangered the lives of the passengers. I would rather have lost the whole ship and cargo than have assumed any such risk. Otherwise, aside from this consideration, my one aim has been to save my ship and my cargo from capture."

"I have not been acting on my own initiative but under orders from the North German Lloyd in Bremen and, although I am an officer in the German navy, my duty has been to the steamship line."

### MILLION DOLLAR LOCAL SHIPMENT OF SILVER SAFE

With the arrival of the Kronprinzessin Cecile at Bar Harbor, Me., this morning, intense relief was felt in one factory in Bridgeport where it became known that the safety of nearly a million dollars' worth of silver bullion, refined here and shipped to foreign silvermines through New York agents was safe.

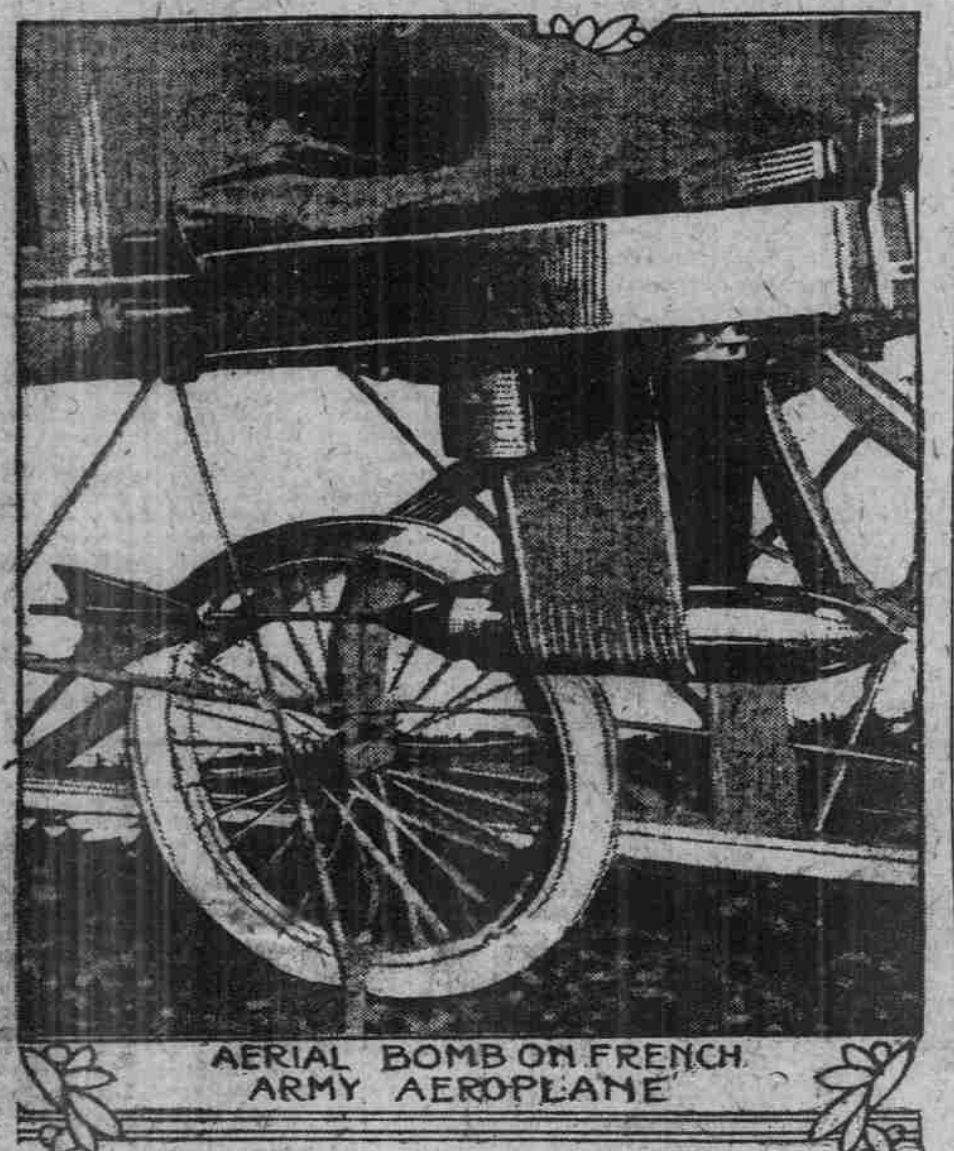
The company from which this enormous amount of silver had been made was the Handy & Harmon company, among the largest refiners of precious metals in the world. Although the utmost secrecy is today being maintained as to the exact amount on board the ship, it was not

denied that the amount was close to the million mark, and that the greatest relief is felt over definite knowledge that the cargo is again safe within the United States.

Large foreign shipments of refined gold, platinum and silver are frequently made by the Handy & Harmon New York agents, and it had been hoped that this particular shipment would get through safely to Europe. It is now said that the opportunity of securing safe passage for the bullion is very slight and it will probably have to be kept in safe-deposit vaults in New York until the restrictions on the shipment of precious metals becomes less rigid.

New York, Aug. 4.—The Kronprinzessin Cecile is the first ship of the North German Lloyd fleet. News of her safe arrival at Bar Harbor was received at the line offices here in a telegram from Captain Polack. Until his message was received, the line was apparently in the dark as to the ves-

### WAR OF THE AIR IN EUROPE AWAITED BY WORLD AS SPECTACULAR TRAGEDY



AERIAL BOMB ON FRENCH ARMY AEROPLANE

### GOVERNMENT BY COMMISSION IS ADVISED FOR CITY

A government by commission of five persons, elected by petition and voted by preferential ballot, is recommended to the Common Council by the committee raised to consider a new form of government for Bridgeport.

The meetings of the commission are to be public, its acts subject to the referendum and its membership to recall. The public is to have the power of initiative.

The report was filed, last night and referred. The report follows:

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el's movements since she steamed out of New York harbor.

The gold aboard the vessel—more than \$10,000,000—was consigned by New York bankers to London and Paris.

Officials of the line said that the Cecile had not been ordered back to port from this side of the Atlantic and that, if any instructions had been received by Captain Polack, they must have come from Bremen, although it was admitted that Captain Polack might have acted on his own initiative.

The officers here insisted that they had not been in communication with the ship after she left here.

Presumably the vessel is now short of coal. The opinion was expressed here that she might proceed to Boston.

Officials of one of the big banks here which was shipping more than \$3,000,000 in gold on the liner, expressed great disappointment over her return. Some of them said frankly that they would have been glad if the vessel had been captured by the French. In such an event they thought the French captors would have seen to it that the metal reached its destination.

Arrangements were being made today for the return of the gold to New York.

Apparently all efforts to have it shipped on any other vessel have been abandoned.

Max May, vice-president of the Guaranty Trust Company, shippers of approximately half of the Cecile's consignment of gold, said that when the gold was returned to New York, it would be deposited in the sub-treasury.

"The gold will be returned to us," Mr. May said. "There is no question whatever about this. We will deposit it in the sub-treasury."

The gold shipped by the Guaranty Trust Company was destined for London. Of the \$10,000,000 aboard, Paris was to have received \$4,750,000, the remainder being consigned to London

bankers. The Guaranty Trust furnished \$4,945,000, the National City Bank \$3,155,000, and two other banking companies made up the rest.

Following the newspaper despatches of a few days since announcing his name as one of those commissioned to aid in the navigating of the ship to Greek waters, it was today learned that advice have also been received by friends in the city telling of the appointment.

Louis Browne was born and educated in this city having formerly lived on Bunnell street, on the East Side. He was a member of the B. H. S. class of 1903 where he played on the football team. Subsequently he became identified with the newspaper business and recently was connected

## Britons Insist On Neutrality Of Belgian State

**Germany Warned That Great Britain Is Ready To Take Part Of Its Smaller Ally In Case Of Invasion By The Kaiser's Troops --- Mobilization Of British Army Is Ordered By King George**

WASHINGTON, AUG. 4.—PRESIDENT WILSON TODAY ISSUED A PROCLAMATION OF NEUTRALITY.

London, Aug. 4.—Great Britain today sent a practical ultimatum to Germany demanding a satisfactory reply by midnight tonight on the subject of Belgian neutrality.

A proclamation by King George commanding the mobilization of the British army was read today from the steps of the Royal Exchange. A huge crowd cheered and sang the British National anthem.

All the morning papers, even those representing the peace party, are unanimous in support of the government's view that England is bound to fight in behalf of France and in defense of Belgian and Dutch neutrality.

The idea of a coalition war cabinet, however, is repugnant to the liberal papers and according to the liberal chief whip there is no intention to form a ministry of this sort.

According to the Times, some cabinet changes are immediately expected and it is virtually settled that Premier Asquith will entrust the portfolio of war to other hands, probably to Field Marshal Lord Kitchener.

The German cruiser Breslau bombarded the French naval station of Bona, Algeria, at 4 o'clock this morning after steaming off at full speed in a westerly direction, according to a despatch received at the French embassy here.

Viscount Morely, of Blackburn, did not attend today's meeting of the British cabinet council and this was taken as an indication that he had resigned office as Lord President of the council.

The House of Commons today voted \$525,000,000 for emergency purposes and passed several bills in five minutes without a dissentient voice.

Copenhagen, Aug. 4.—A Russian warship is aground at Aland Islands. It is said to be the Andrei Pervosvanyi, a battleship of 17,400 tons, laid down in 1903.

A despatch from Stockholm yesterday said that the Russians had been defeated in a naval engagement off the Aland Islands, the Russian vessels later taking refuge in the Gulf of Finland.

Brussels, Aug. 4.—Rumors were in circulation today that Germany had actually declared war on Belgium. German troops crossed the frontier at Gemmenieh near the junction of the Dutch, Belgian and German frontiers.

Brussels, Aug. 4.—A special train carrying all the securities of National Bank of Belgium left here for Antwerp during the night.

Washington, Aug. 4.—The German embassy served notice on the United States today that a "state of war" existed between France and Germany. It is tantamount to a declaration of war but technically different.

Paris, Aug. 4.—Diplomatic relations of France and Germany were formally broken off today.

Tokio, Aug. 4.—The Japanese foreign office today issued a statement that if the war extends to the far east and England is involved in it Japan may find it necessary to participate in fulfillment of the Anglo-Japanese alliance.

Berlin, Aug. 4.—A body of Russian frontier guards from Krottingen was driven back yesterday by a part of the garrison of the German seaport of Memel, the most northerly town in German territory.

London, Aug. 4.—Germany's reply to Sir Edward Grey's speech indicating the British attitude in regard to the violation of Belgian territory by Germany was a second ultimatum from Berlin to Brussels saying Germany was prepared to carry through her plans by force of arms if necessary.

The British government was officially informed by Belgium today that German troops had invaded Belgium and that the violation of that country's neutrality which the British foreign secretary intimated must be followed by action on the part of the British had become an accomplished act.

Definite announcement of Great Britain's intentions under this grave affront was expected in the House of Commons this afternoon.

In the meantime, John Burns has retired from the British cabinet and Viscount Montagu's absence from its meeting today indicated another strong peace advocate had also determined to leave his colleagues.

Diplomatic relations had already been served last night between Germany and France and the German ambassador, in leaving Paris, informed the French premier that Germany regarded herself as in a state of war with France.

with the Washington correspondence of the New York Herald. He had been trained at Annapolis, but never completed his studies for a naval berth in the United States navy. His many friends in this city are glad to hear

of his appointment and express little surprise today at his adventurous spirit as his daring is well known among his intimates.

A cloudburst near Colorado Springs caused the death of one person and property damage of \$10,000.

(Late War News on Page 2.)

Farmers Want Ads. One Cent a Word.